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WEDNESDAY, APRIL 19, 1905.

三拜禮

號九十月四英港香

\$30 PER ANNUM.
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Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

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CAPITAL SUBSCRIBED Yen 2,000,000
CAPITAL PAID-UP " 1,000,000
CAPITAL UNCALLED " 1,000,000
RESERVE FUND " 9,720,000

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per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

TAKEO TAKAMICHI,

Manager.

Hongkong, 29th March, 1905. [20]

HONGKONG AND SHANGHAI BANKING CORPORATION.

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J. R. M. SMITH,

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Hongkong, 27th March, 1905. [22]

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Chief Manager.

Hongkong, 1st May, 1905. [23]

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M. HOMANN,

Manager.

Hongkong, 1st April, 1905. [25]

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NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN AND CHINESE RISKS at CURRENT RATES.
SIEMSEN & Co.
Hongkong, 28th May, 1905. [27]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS
AUTHORIZED.....GOLD \$10,000,000
CAPITAL PAID UP.....GOLD \$3,947,200
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LONDON OFFICE:
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CHARLES R. SCOTT,

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20, Des Vaux Road,
Hongkong, 18th February, 1905. [21]

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ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

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CHEFOO. SINGAPORE.
HANKOW. TIENSIN.
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Advances made on approved securities. Bills discounted.

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1/2 per Annum Fixed Deposits for 3 months.
1/2 " " " 6 " "
1/2 " " " 12 " "

E. W. RUTTER,

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Hongkong, 6th January, 1905. [19]

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INCORPORATED BY ROYAL CHARTER, 1853.
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INTEREST ALLOWED ON CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
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T. P. COCHRANE,

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Hongkong, 19th May, 1904. [24]

ALL SUFFERERS FROM NERVOUSNESS AND GENERAL DEBILITY SHOULD TRY OUR NERVINE PILLS.

THEY stimulate and brace up the system and act also as a First-class Tonic.

IN BOTTLES.....\$1.50.

THE PHARMACY,

56, QUEEN'S ROAD CENTRAL,
Hongkong.

Hongkong, 28th March, 1905. [43]

Ships.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON	REMARKS.
SHANGHAI	{ CHUSAN. H. W. Kerrick, R.N.R.	About 21st April.	Freight and Passage.
LONDON, &c.	{ SIMLA. F. R. Summers.	April 22nd, Noon.	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	{ CEYLON. C. F. Lockstone, R.N.R.	About 26th April.	Freight and Passage.

For Further Particulars, apply to

L. S. LEWIS, Acting Superintendent.

Hongkong, 17th April, 1905. [3]

Intimations.

LANE, CRAWFORD & CO. PIANO DEPARTMENT.

L. C. & CO. SOLE AGENTS IN HONGKONG FOR:—
BRINSMEAD, STEINWAY, BROADWOOD, COLLARD & COLLARD, CHALLEN, DORNER, &c.

ALL Instruments imported by us are SPECIALLY SELECTED and made for this climate—the CASES are constructed of SOLID SEASONED WOOD, and the internal mechanism is made from the best materials only.

We have the longest experience in the Piano Trade of any dealers in the East, and are satisfied that Pianos made at home are infinitely superior to any constructed by makers in the East.

TUNING and REPAIRING attended to by experienced European Assistants.
LARGE STOCKS OF MUSIC AND MUSICAL INSTRUMENTS.

LANE, CRAWFORD & Co.

Hongkong, April 10th, 1905. [34]

KÜPPER'S PILSENER BEER.

The best PILSENER in the East; ask for Küpper, and see that you get it.

Telephone No. 75.
CALBECK, MACGREGOR & CO.,
SOLE AGENTS.

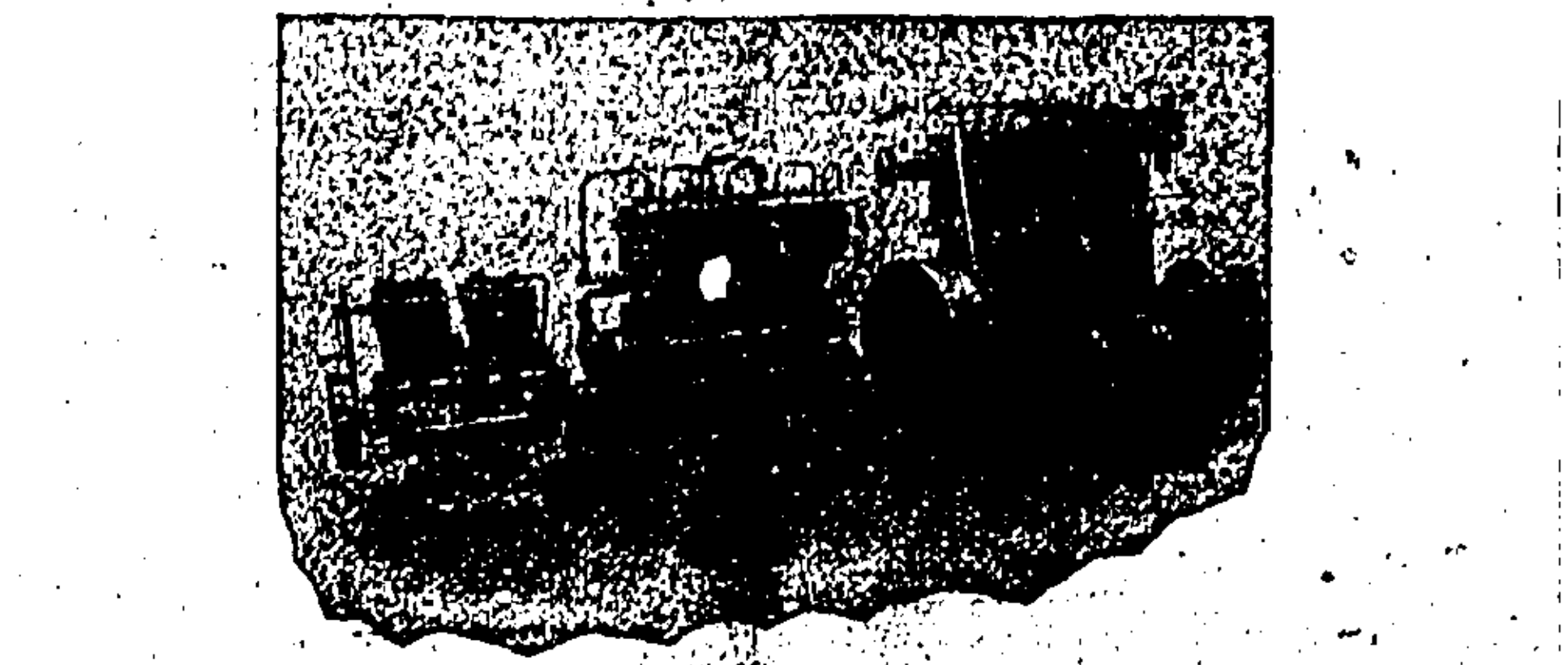
15, QUEEN'S ROAD CENTRAL,
Hongkong, 1st April, 1905. [37]

E. C. WILKS & Co., CONSULTING MARINE & ELECTRICAL ENGINEERS, SURVEYORS, ETC.

SHIPS DESIGNED, CONSTRUCTED AND SUPERVISED.

AGENTS FOR THORNYCROFT'S MOTORS AND MOTOR LAUNCHES, RACING AND CRUISING.

OUR MOTORS
For Reliability, Durability, Workmanship, Lightness.
Estimates cheerfully given.




OUR PROPELLERS
Are fitted to the Principal Racing Launches in Europe. Designed and Finished for Highest Efficiency.

Agencies:—GENERAL ELECTRIC CO.,
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Telephone No. 358.
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Hongkong, 1st February, 1905. [301]

Intimations.



Millions

of bottles of Bovril are used annually—used in the sick-room where Bovril is the nurse's "second self"—used in the kitchen where Bovril is the cook's "right hand"—used on all occasions where strength and sustenance are required. Bovril as a food has received the endorsement of some of the greatest scientists of the age.



YEBISU BEER.

Per Case of 8 Dozen Pints - - - \$15.50.

Sole Agents,
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12, QUEEN'S ROAD.

Hongkong, 14th March, 1905. [36]

JOHN DEWAR SONS & CO., PERTH WHISKY.

Extra Special \$16.00 per case 12/1
White Label \$24.00 " " 12/1

KRUSE & Co.
SOLE AGENTS.

CONNAUGHT HOUSE,
Hongkong, 1st July, 1904. [39]

This space is reserved for
LONG, HING & Co.,
PHOTO GOODS DEALERS,

17K, QUEEN'S ROAD.
Hongkong, 18th August, 1904. [45]

ACHEE & Co.,

祥利廣
ESTABLISHED 1859.

FURNITURE
COMPLETE STOCK OF
HOUSEHOLD REQUISITES, &c., &c.

TELEPHONE 256.
Hongkong, 30th March, 1905. [41]

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 7th February, 1905. [26]

MACAO AND CANTON HOTELS.

A LITTLE CHANGE.

The round trip from HONGKONG to MACAO, thence to CANTON and back to HONGKONG, will be found interesting and enjoyable.

Wm. FARMER, Proprietor.

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S. MINAMI, Manager, Hongkong.

Entimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D.
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WINE AND SPIRIT
MERCHANTS.

ALEXANDRA BUILDINGS.

WATSON'S
CELEBRATED

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BLEND.

A WHISKY

OF

GREAT AGE

MATURE,

MELLOW

AND

FINE FLAVOUR.

A Blend of the Finest Pure Malt

Whiskies Distilled in Scotland.

ALEXANDRA BUILDINGS.

A. S. WATSON & Co.,
LIMITED.

Hongkong, 1st April, 1905.

[32]

WINE

AND

SPIRIT MERCHANTS,

HONGKONG,

34, QUEEN'S ROAD, CENTRAL,

FIRST FLOOR,

(Wm. POWELL & Co.'s old premises).

WHISKIES.

per doz.

MacIntosh 10 years Old Whisky ... \$10.00

Gregor & Co's Imperial Highland ... 16.00

Gregor & Co's Club N. 1. ... 18.00

Gregor & Co's Royal Old Highland ... 24.00

J. R. D. plain ... 11.75

J. R. D. * * * ... 14.25

Absolutely the finest obtainable in
Hongkong.

N.B.—All our Wines and Spirits are bottled at home, thereby ensuring to our Customers all the advantages accruing from bottling done at home under the direct supervision of the Growers and Distillers as compared to bottling done in China by Chinamen at the service of European Firms.
Hongkong, 1st December, 1904. [33-4]

NOTICE
All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Tse Hing Road, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.
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Single Copies. Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, APRIL 19, 1905.

A SANITARY BILL.

An interesting question came before the Sanitary Board yesterday, with reference to the dumping of dead bodies in the streets of Hongkong. The fact that no less than 707 bodies, of which 426 were infants under one year of age, were dumped is a terrible revelation which was, we take it, unknown to the general public. The respect in which the Chinese hold their dead might naturally have been thought to prevent such callousness, but it would appear there is a deeper reason for this action. It was suggested at the meeting of the Sanitary Board that the dumping of bodies in the street was not caused by the people having died of plague, but because the relatives were too poor to afford the expense of decent burial and they consequently cast the burden on the Government. It might have been believed that very few were too poor when such an occasion arose, but evidently the officials of the Board were quite convinced that such was the real reason, and there should be few better able to judge. Mr. Lau Chu Pak, however, denied that the object was to avoid burial expenses. He noted that the poor Chinese could always obtain coffins gratis from the Tung Wa Hospital, and held that the cause of the dumping was mainly due to the stringent measures adopted in plague cases which occurred some years ago. There was great diversity of opinion at the Board as to the real cause, but it was not apparent that any decision was arrived at, even after the matter had been discussed by the members. Opinion seemed to be equally divided, and where those who may be considered experts on the matter are at variance it is difficult for the layman to arrive at the root of the question. There is no doubt that the practice is far too common and if it can be stopped or in any way mitigated by the reception of bodies at the various receiving houses which have been started by the Chinese community for the benefit of poor compatriots a great work will have been accomplished. It is repugnant to the feelings of every one that the bodies should be cast into the street, and the sooner the evil is checked the better it will be for Hongkong. Whether the practice originated with the protective measures adopted by the Sanitary officials in times of plague, or whether it is due to economic reasons matters little; the fact that the practice exists is sufficiently regrettable, and it is to be hoped that the assistance now offered to the poor will be understood and appreciated by the Chinese concerned.

LOCAL AND GENERAL.

THE relief of the 30th Punjab North China is postponed until August or September.

MR. H. M. Hobbins, vice and deputy consul-general for the United States, has left for San Francisco.

SOME of the 93rd Burma Infantry will embark with the 10th Mahratta Light Infantry on the *Harding* which is calling at Pangoon this voyage.

THE long talked of Hackney Carriage Act for Bangkok is law at last. It received the Royal assent on the 1st instant and has now been duly published.

A WIRE dog-muzzle, addressed to Mr. Walter Long, the Chief Secretary for Ireland, was sent through the Parliamentary post by some practical joker.

LIEUTS. Cuthbert Gordon Hutchinson, (93rd Burma Infantry), and John D'Oyley, 11th Infantry (The Mooltan Regiment), have been promoted to the rank of captain.

LEAVE of absence on private affairs to the neighbouring countries has been granted to and Lieut. H. E. Moore, Royal Garrison Artillery, from 9th May to 31st July.

THE International Wireless Telegraph Conference at Berlin, which was to have arranged an international agreement concerning the use of wireless telegraphy, has been abandoned on account of difficulties raised by some of the Powers. The German Ambassador has notified the French Government that the conference has been adjourned sine die.

A dinner is being given at Cafe Weimann this evening to inaugurate the opening of new billiard rooms.

THE smoking concert given by the Masonic Quadrille Club is being held in the Old Chamber of Commerce Room, City Hall to-morrow, at 8.30 p.m.

THE estimated Chinese population of Canton is 900,000; of Swatow, 48,000; Kowloon, 55,000; Samshui, 5,000; Wuchow, 53,000, and Pakhoi, 20,000.

AT Brighton the other morning a box, which had evidently been washed ashore, was picked up on the beach. On being opened the receptacle was found to contain a huge dead box-constrictor 30 feet in length. Strange objects are often seen on the 'beach' in Hongkong.

A German sailor was charged before Mr. F. A. Hazeland at the Magistracy to-day with being drunk and disorderly and with the larceny of a coat belonging to a compatriot. The larceny was not proved, but the charge of being drunk and disorderly was, and the accused was fined \$3, or 7 days.

TO-DAY is the twenty-fourth anniversary of the death of the Earl of Beaconsfield, and no doubt the usual tributes from London and provincial habitations of the Primrose League, besides that sent each year by the Hon. E. R. Bellios, C.M.G., adorn the greensward in front of the statue of the deceased statesman in Parliament Square.

MRS. Murphy, the last survivor of the *Birkenhead* disaster, has died at Portsmouth Workhouse. For some years past the old lady had been an inmate of the institution. She was one of the women who were saved by the boats, and suffered at the time great hardships from exposure. Her husband was drowned when the *Birkenhead* sank.

THE Royal National Mission to Deep Sea Fishermen did not submit a claim for £14,000 in respect of the damages sustained by their hospital ship *Alpha* from the fire of the Russian warships. Their claim, as presented at the Board of Trade inquiry, was a little over £5,000 and was carefully confined to actual damage. The *Alpha*, which has been in dock since October 30, has returned to her duties.

A CHINAMAN asleep in the tiger-trap is something of a novelty, even for Perak. A coolie was discovered one morning near a Kinta mine having apparently passed the night in the trap. When roused he said that sleep had overtaken him and so he chose the one spot least likely for the tiger to visit. The trap had been set for a year without result, so he came to the conclusion that the tiger knew a thing or two about traps.

ACCORDING to Chinese legends, says the Rev. J. J. Boggs, in the March number of the *South China Collegian*, the city of Canton was founded in remote antiquity by five genii, clad in garments of as many different colours, who came riding through the air on five rams, and bearing each a sample of the five grains which they planted there. He tells us that the name, Canton, itself is a corruption of the Portuguese pronunciation of Kwong Tung, but the real Chinese name for the city is Kwong Chau, which dates back to the period of the Three States, A.D. 220-280. Before that time it bore the name Nam Hoi as far back as Chi' Wong of the Ts'un Dynasty.

SIR Charles Bruce, who has read a paper on "The Crown Colonies" to the Fellows of the Royal Colonial Institute, under the presidency of the Duke of Marlborough, had had an interesting and diversified career. He has been an Assistant-Librarian at the British Museum, Professor of Sanscrit at King's College, Director of Education in Ceylon, and Governor of British Guiana, the Windward Islands, and Mauritius. He has thus acquired an exceptional knowledge and experience of Crown Colonies, and he has treated his subject exhaustively, for his paper covers forty-two closely-printed pages, octavo, which is more than double the length of the average Colonial Institute paper.

GREEN, says a home paper, is to be the fashionable colour for men's attire this season—green in all its shades, ranging between the aggressiveness of the cat's eye and the subdued pallor of the Brussels sprout. Should the confident predictions of the tailors be realised, the London streets will be a seething mass of "greenery-gallery, Grosvenor gallery, head-in-the-air young men." The shops already indicate the change from the present sombre black and brown which even the smartest men affect. Olive green, flourent hats and motor caps, and even dark green bowler hats, confront one in the hatters' windows, and green flannels are still more pronounced, and green flannels are to be seen at most of the fashionable tailors' establishments.

THE master of a general dealers' shop at No. 61, Station Street North, Yau-mai, having been obliged to proceed to Canton on business last week, was confidently left his shop in charge of two *fohis*, to carry on the business during his short absence. Upon his return yesterday, he missed goods, consisting of clothing, medicine, tins of tobacco, and cigars and cigarettes, to the value of \$270. He immediately reported the matter to Inspector Macdonald, at the Yau-mai Police Station, and had the two *fohis* arrested. All the goods were found in a trunk belonging to the second man, the first denying all knowledge of the affair. The second man simply said he did not steal the goods, and the first man did not have anything to do with him in any thefts. When placed before Mr. F. A. Hazeland at the Magistracy this morning the first accused was discharged, there being no evidence against him, while the second was sent to two months' hard labour.

His Excellency the Chinese Minister, Chang Tai-jui, was received in audience by the King on 16th ult., and delivered to His Majesty an autograph letter from the Emperor of China.

THE establishment of the Chinese regiment for the year 1905-6 has been fixed at the following strength:—15 officers, one warrant officer, 15 sergeants, 8 drummers, and 505 rank and file. Total, 544 of all ranks.

THE famous cope of Pope Nicholas IV., which was stolen from the Ascoli Cathedral, and eventually found in Mr. Pierpont Morgan's collection in the South Kensington Museum, has been returned to the Italian authorities.

MAJOR-General Slade, C.B., who in the ordinary course would have retired on 15th ult. is to retain command of the British Forces in Egypt, pending the decision regarding the proposed reduction of colonial and other garrisons.

DISQUIETING reports with regard to the Tsar's health are current in Germany. A usually well-informed paper states that His Majesty sits for hours in a state of absent-mindedness, takes hardly any nourishment, and continually complains of headaches.

THE attention of our readers is directed to an advertisement appearing in another column, regarding the smoking concert to be given on Thursday next, under the auspices of the Masonic Quadrille Club, in the Old Chamber of Commerce room, City Hall, at 8.30 p.m. Some of the best local talent and most popular amateurs have been secured and everything is being done to make the evening the unqualified success always achieved by this Club's undertakings.

HENRY Cyril Paget, fifth Marquis of Anglesey, whose death in his thirtieth year has followed so hard upon the financial difficulties, some of the attendant circumstances of which excited so much attention, was born on June 16, 1875, and was the only son of the fourth Marquis. He was educated at Eton, and married in January, 1898, Lilian Florence Maud, daughter of Sir George Chetwynd. The successor to a princely income, his extravagance made him one of the most talked-about men of his day, and reduced him to bankruptcy.

THE Russian Government is said to be withdrawing the special privileges which French newspaper correspondents in St. Petersburg have enjoyed since the beginning of the war in the Far East. These privileges have enabled the correspondents to transmit to their respective journals much more early and detailed news than other Continental, or even British, papers have been able to obtain, and their withdrawal at this moment may be regarded as the first sign of Russian resentment against "la nation amie et aliée," which has just refused to advance another loan.

THE latest medical discovery is to the effect that the shaking of hands is a practice which disseminates pestiferous microbes—especially in the case of "medical practitioners, nurses, sausage makers, trape merchants, hair dressers," and a few other unfortunate classes of the community. An unscientific observer suggests that if hand-shaking be a means of acquiring micrococci, it seems to follow that it must also be a means of getting rid of them, and an active man of friendly habits may manage to keep the bacilli in constant circulation, passing them on from the doctor to the barber and *vice versa* and before they have time to attack any of his own vital organs.

THE March issue of the *South China Collegian*—the first number of the second volume—deals with the history and outlook of the Canton Christian College, a short sketch of which was recently given by the President, Dr. O. Wisner, in an article that appeared in our columns. The Rev. J. J. Boggs contributes a brief history of Canton, which he illustrates with several interesting photographs, while Mr. H. B. Graybill speaks of the method of teaching to beginners. This is followed by examples of student work, as shown by a graduation essay, weekly practice speeches and daily themes; a sketch of Chung Wing Kwong, Chinese headmaster of the college, which he joined in 1900. There is plenty of interesting and instructive material for Chinese readers, while those who have followed the work of the Canton Christian College will be pleased to find admirable portraits of some of the principal workers in the institution reproduced in this bright little periodical.

So far as the garrisons in the "Far East" are concerned the military estimates for 1905-06 shows comparatively little change. The British troops to be stationed at Hongkong, Wei-hai-wei, &c., are to be three companies Royal Garrison Artillery, 740; one company Royal Engineers, 207; one battalion of Infantry 858; Army Service Corps, 31; Royal Army Medical Corps, 62; four Indian infantry battalions—two in North China and two at Hongkong—and the Chinese regiment at Wei-hai-wei; four companies native artillery and one local company native engineers, 4,769, details 41; total, 6,720, or 1,073 less than last year. This reduction is caused by the withdrawal of an Indian battalion and four British companies from North China. The garrison of the Straits Settlements is to include two companies Royal Garrison Artillery, 361; half company Royal Engineers, 118; one line battalion, 858; Army Service Corps, 111; Royal Army Medical Corps, 39; eight companies Indian battalion, two companies local artillery, one company local engineers, 1,216; other details, 19; total, 2,613, or 170 men less than last year. The reduction is caused by the lower establishment of the British battalions.

THE BALTIC FLEET.

[Reuter's.]

The Baltic Fleet.

RUSSIANS ELATED AT ADMIRAL'S DARING SKILL.

LONDON, 17th April.

The Russians are elated at the daring skill of Admiral Rozhdestvensky, and state that he is coaling and cleaning his fleet at Kamranah prior to engaging the Japanese.

ON THE "OREL."

INTERVIEWED AT SAIGON.

Le *Courrier Saigonais* of the 13th inst., a long article appears regarding a visit made to the Russian hospital ship *Orel* on the occasion of her visit to Saigon. The writer remarks that a great many sensational rumours have gained currency in Saigon, but they were without foundation. It was reported that the Russian fleet filled with wounded had entered the river, but a visit to the *Orel* dissipated that idea. The *Orel* had called at Saigon in order to coal; there were on board a number of sick, but the general condition of the staff and nurses was excellent. The *Orel* was constructed mainly from French contributions and therefore the interest of the French colony was correspondingly greater in the vessel.

Some of our compatriots, remarks the interviewer, have seen the *Orel* at Toulon, and they will understand that the vessel, as a hospital ship, is thoroughly up to date in every respect. On board, a French lady who is acting as a nurse was met, and the result is that the French writer waxed enthusiastic over the charms of his fair country woman. She was irritated, it appears, because she got undue prominence from the French press and in accordance with her desire she is referred to as Mlle. J.

The *Orel* is commanded by Commandant Montanowski, a Caucasian, in whom was found all the beauties of the race. The principal medical officer is Dr. Zachmatoff, assisted by Dr. Zagoriansky-Kissel, and there is also on board a French medical man, Dr. Paris. There are twenty nurses attached to the vessel. The *Orel* contains 500 beds in 25 rooms. There were no wounded on the vessel when the French journalist visited her, but there was a number of sick sailors, most of whom were in the convalescent stage. The French nurse expressed surprise at the frequency with which appendicitis occurs, but the experience was that after operation speedy recoveries were the rule. The sick sailors looked, as the writer says, as if they did not find the regime of the *Orel*, at all trying.

A Russian prince, who is travelling incognito, was met on board, but the name is withheld.

The *Orel*, it was stated, will proceed on the route to China catching up the Baltic Fleet on the way. Asked regarding the feeling of the Fleet, Mlle. J. said that the sailors of the Fleet were most enthusiastic. The name of the Admiral in the Russian language means "resurrection," which is taken to be an exceedingly happy augury. The constant thought of the crews is to achieve victory, and many of those on board are volunteers with the Fleet. The one aim of all on the *Orel* was to be present at a decisive victory for the Tsar, and they were confident that such would be their luck.

The journalist adds that after the hypothetical stories of battles and so forth, it was satisfactory to find that there was no truth in these reports, that everything on the *Orel* was normal. Saigon, however, like Hongkong, is full of rumours, everybody apparently taking a turn at the invention of news. The writer regrets that he is unable to give sensational story, but trusts that the exact and precise story he has to tell may be quite as acceptable.

The *Orel* took 900 tons of coal on board, but required no additions to the medical stores which are stated to be in excellent condition.

A JAPANESE ON THE SITUATION.

A representative of this journal had a chat this morning with a Japanese gentleman whose remarks should certainly carry considerable weight. In the course of conversation he said that one most important question at the present juncture is: How long are the Russians going to remain in this vicinity? Their presence here at this time is a menace to the world's maritime trade, and it must be stopped. If the fleet is to proceed towards Vladivostok then it is to the advantage of the Japanese to hold their hand until the Russians approach Japanese waters so that the inevitable naval battle may be fought as near home as possible, for many obvious reasons, not the least being that if a decisive engagement took place in these waters it would undoubtedly have the effect of paralyzing the international trade for which these waters are the world's highway, whereas if fought in Japanese waters the effect on the seaborne trade would not be nearly so disastrous. In his opinion the Japanese will not wait long, and if the Russians do not soon make a distinct move to their reported destination, Vladivostok, Japan must destroy the menace and attack them wherever they meet, and fight to a finish. While the Russians might be superior numerically, he was confident that the Japanese had the advantage in seamanship, speed, and better classes of vessels. He paid a tribute to the Russians, and said there could be no doubt they were very brave, but at the same time, while the Japanese were fighting from pure patriotism and innate love of country, which drew the whole army and navy together as one man, what were the Russians fighting for? Simply because they were told to do so, but with no personal, individual interest in the result to their country. That the Japanese had their informers, and were kept posted as to the Russians' movements, there could be no doubt, since they were able so successfully to elude the new developments, either as to the Russians proceeding straight towards Vladivostok, or as to the Japanese attacking them in this vicinity.

SHIPS THAT PASS IN THE NIGHT.

One great difference between the Russian and the Japanese war-ships (says the *P.M. Gazette*) is that the former are always hugging the coast, or taking shelter in some port, whereas the latter are out and about, ever turning up unexpectedly when and where they are least expected. By means of scouts and wireless telegraphy, the Japanese Admiral can keep himself well informed, and the Russians' reception would be carefully prepared beforehand by these ships which appear and disappear mysteriously in the vast solitudes which are the waterways of the Pacific.

SHIPPING NEWS.

A seizure of 100 tons of contraband opium was made on board the s.s. *Phranang* at Bangkok on 5th inst. by the new Opium Farmer on the arrival of the steamer from Swatow via Singapore. The Opium Farmer granted a liberal reward to the informer.

FLOATING MINES.

In the House of Commons, on 15th ult., Earl Percy, in reply to Sir Thomas Dewar, said: We are in communication with the Japanese Government on the subject of the danger to British shipping in Chinese waters through floating mines in the Gulf of Pechili.

Among the excursions arranged by local shipping companies during the Easter holidays are special trips by the s.s. *Ying King*, to Macao on Friday, and to Chekwai on Sunday, Monday, Wednesday and Thursday next. These special excursions should afford excellent opportunities for a pleasant outing during the coming holidays.

Sir Charles Hardinge, the British Ambassador, has handed to Count Lamsdorff the owners' appeal against the finding of the Vladivostok Prize Court in connection with the sinking of the *Knight Commander*. No date has yet been fixed for the hearing of the appeal. If the Admiralty Court reverses the Vladivostok decision the claim preferred by Sir C. Hardinge will be merged in the civil action.

S.S. "CHU KONG" ASHORE.

While coming down the West River, on Tuesday night the s.s. *Chu Kong* went ashore, just off Kunchuk. The night was thick and foggy and Captain Bright, who was in command of the vessel, and who was lately the chief officer of the s.s. *Yingking*, plying between here and Canton, made every effort to get his vessel off at once, but could not succeed without the assistance of a tug; and it was hoped that, with this assistance, the lighted vessel during high tide to-day. The *Chu Kong* is a steel-built vessel, and has been running up the West River for some time. She is owned by a Chinese firm in Hongkong.

ARRIVALS UNDER NORWEGIAN FLAG.

Referring to the remarkable silence and absence of all news from the Japanese fleet, a gentleman, prominent in shipping circles, in conversation with a representative of the *Hongkong Telegraph*, remarked that in that connection the extraordinary increase in the arrivals and departures of Norwegian steamers at and from this port did not appear to be appreciated in all its significance. During the first three months of this year there had arrived no less than seven Norwegian steamers of over 2,000 tons, with cargo in transit for the north, as against six vessels of the same nationality of that tonnage arriving for the whole of last year, only one of which came in during the first three months of 1904. In all there have been 102 arrivals of Norwegian steamers at this port and 95 departures for Japan and the north. During the same period only four Japanese steamers entered and cleared. These facts are significant!

SLAVERY IN SIAM.

On the 7th inst. the *Bangkok Times* gave particulars of two new laws of some importance to this Kingdom. Recognising that debt slavery, even in the modified form that has been legal in Siam for a number of years past, in an impediment to the progress of the country, His Majesty has been pleased to enact a law which will presumably be the last required on this subject. The new measure will gradually result in the entire disappearance of slavery from Siam, says the *Times*, since no one can be born a slave, and no one not a slave at present can now be made a slave. The liabilities of the existing slaves cannot be increased, and are paid off at a fixed rate. What is new and important in the law is that no one can any longer be made a slave, since hitherto people have constantly been accepting the position of debt slaves. It is not uncommon to find people who think that no law will prevent the continuance of this state of things in Siam. But hitherto the buyer of a slave has got certain legal rights for his money, and he will think twice before paying money for nothing. The existing law as to the treatment of slaves is not by any means always observed; a still common punishment for a slave is to be chained up; but on the whole they are well treated, just as well as they will be when they are ordinary hired servants. It is not at all on that ground that this law, which means the final extinction of the institution, is to be welcomed, the plain fact being, as stated in the preamble of the Act, that the existence of slaves among the Thai is an impediment to the progress of the people as a whole.

SHIPPING AND MAILS.

MAILS DUE.

English (*China*) 20th inst.
American (*Mongolia*) 20th inst.
German (*Prins Bidel Friedrich*) 25th inst.
German (*Roon*) 26th inst.
Canadian (*Empress of Japan*) 1st prox.
Indian (*Sutlej*) 2nd prox.

The Barber Line s.s. *Shimosa* sailed from New York on 13th inst.

The Boston S. S. Co.'s s.s. *Trimont* sailed from Manila on 18th inst.

The P. & O. S. N. Co.'s s.s. *Bancia* left Singapore for this port on 18th inst. at 6 a.m.

The Barber Line s.s. *Hindustan* arrived at Manila on 16th inst., and may be expected here on 21st inst.

The C. P. R. Co.'s s.s. *Athena* left Vancouver p.m. on 17th inst. for Hongkong via the usual ports of call.

The O. S. S. Co. & C. M. S. N. Co.'s s.s. *Dimond* left Singapore on 17th inst. at 5 p.m., and is due here on 22nd inst.

The H. A. L. s.s. *Senagambia* from Hamburg left Singapore for this port on 18th inst. p.m., and may be expected here on 24th inst.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

Opium for China.

[From Our Own Correspondent.]

BOMBAY, 18th April.

The P. & O. Co.'s mail steamer left Bombay yesterday afternoon with about 320 chests of Malwa opium.

Prices are as follows:—

Malwa (New) ...	Rs. 1,500
" (Old) ...	1,710
" (Older) ...	1,800
" (Oldest) ...	1,950

[Ruler's.]

Russia and Reform.

LONDON, 17th April.

The Constitutional party forming in Russia includes seven members of the Council of the Empire, besides Senators and other prominent officials. The Party is issuing several thousand invitations throughout the Empire, to a conference at St. Petersburg on the subject of reform. A scheme has already been drawn up for the composition of a representative assembly.

The War in Manchuria.

General Linewitch reports that the Russian left on the 11th instant attacked the village of Ponthou, five miles to the eastward of Meian. The flanks of the Japanese were enveloped, and they retired to Meian, which is their advanced post on the Kirin road.

NAVAL EXPENDITURE.

CAUSTIC CRITICISM.

Having poured millions into the melting-pot of Army waste, the Government has lately taken to pluming itself on "economy in the Navy."

The horse-marine rather than the taxpayer is likely to believe in this "economy" after reading the report of the Comptroller and Auditor-General on the dockyard expenses account of the Navy for the year 1903-1904.

The fact seems to be that the economists have an equal talent for muddle, blunder, and waste in both great services.

Mr. Halford, it will be remembered, patted his colleagues warmly on the back on account of the economy that would be effected by the decision to remove from commission a large number of vessels judged to be obsolete.

Apparently the wisdom which has decided that these vessels are no longer of service to the Navy did not discover any objection to the spending of large sums of money in repairing at least nine of them in 1903 and 1904.

PATCHING UP THE OLD ONES.

The following particulars, which appear in the Auditor-General's report, speak for themselves:—

Name.	Class.	Date of completion.	Cost of refit.
Perseus	Cruiser, 3rd class	1903-4	£3,672
Tartar	"	"	19,564
Blonde	"	"	13,815
Orlando	Cruiser, 1st class	"	2,886
Northampton	"	"	30,816
Mohawk	Cruiser, 3rd class	"	25,764
Barrosa	"	"	15,432
Melpomene	"	"	18,966
Pallas	"	"	6,478

To this table a note is appended: "The refits of the Blonde and Orlando have been abandoned, and it appears from the Navy List for February, 1905, and from a further statement furnished by the Admiralty, that all the above ships are now included in the list of vessels to be sold."

So that in the last two years a sum of £165,413 was lavished on the obsolete.

SHEER HULKS.

This, as may be imagined, is not the only item of "economy."

"The three new vessels, the Fantome, Merlin, and Odin, which were completed in 1902-3 at a cost of £87,783, £85,499, and £74,791 respectively, have passed into the 'List of Vessels Available for Subsidiary Services, Hulks, etc.'"

In the same list appear six other vessels, five cruisers, and one gunboat, on which was spent in refitting no less than £283,959, the refit being in every case except one completed last year.

"Excess of expenditure over estimate" is another department worthy of study.

The Colossus and Pelorus were to have been refitted at the dockyards, but under the new system it was decided to remove them to contractors' yards. "The actual cost of carrying out the work by contract is in each case more than double the estimate framed by the dockyards for the refit of these vessels."

REFITS AND MISFITS.

The expenditure on eight other vessels undergoing refits at contractors' yards amounted during the year to £188,140, bringing up the total excess over the original estimate to £320,279.

In four cases the expenditure on refits has approximated to the first cost of the vessels!

From a long list of "excesses" is the refit list the following are selections:

Ship.	Original estimate.	Expenditure.	Excess.
Centurion	34,271	150,452	116,179
Centurion	21,668	95,538	73,870
Bonaventura	12,839	39,337	26,498
Hermes	14,833	85,551	69,648

The conjectures may be looked upon as fiction. The excess expenditure is what the British taxpayer worries about.—E.

SALVING THE "SULLY".

TERMS OF THE AGREEMENT.

The Hanoi correspondent of *Le Courier Saigonnaise* sends an interesting report with regard to the salving of the *Sully*. Under date 12th April, he writes:—

The propositions submitted by Mr. Jack, (civil engineer and director for several years of Mr. M. Siy's workmen) for the salving of the *Sully* have been accepted by Admiral Bayle who has telegraphed the terms to the Minister of Marine.

It is proposed to construct a floating dock of 4,000 or 5,000 tons which will be placed under the *Sully*, and pumps will be used to clear the the cruiser of water.

The agreement was signed on Sunday, 11th April. In the event of success attending the efforts to save the vessel, the Hongkong and Whampoa Dock Co. will be paid one million francs for their labour. The *Sully* will be taken to Hongkong.

Should the attempt to save the cruiser prove fruitless, the company will be merely reimbursed for actual expenses.

Mr. Jack left on Monday, 12th inst., for Hongkong, accompanied by a naval engineer specially appointed to superintend the plans for the construction of the dock, or cofferdam, and it is expected that the work will occupy 25 days, working night and day, the greatest care being taken to have everything right for the operations in connection with the salving of the *Sully*.

The dock will be towed to the Bay of Along, and two vessels will be required in the operation. The voyage from Hongkong to the Bay of Along will occupy five or six days.

Meanwhile, the pumps will be kept at work on the *Sully* in order to keep the water under control.

RUSSIAN LOSSES.

400,000 MEN.

The losses in killed and wounded and prisoners of the Russian forces up to the second week in March, according to a home paper, reached a total of 397,411, made up as follows:—

Date.	Losses.
May 1, 1904	
Yalu	2,941
May 27, 1904	
Nanshan	4,000
June 14-15, 1904	
Walangkau	10,000
June 27, 1904	
Motienling and other passes	1,000
July 17, 1904	
Ditto (Keller's attempt to retake)	2,000
July 25, 1904	
Tashinchao	1,200
July 30-31, 1904	
Tomucheng (and fighting all along the line)	4,000
August 25-26, 1904	
Anshan	8,000
September 1-5, 1904	
Liaoyang	25,000
October 9-17, 1904	
Shaho	68,000
July 1904 to January 1, 1905	
Port Arthur	35,000
January 15-29	
Heikoutai	21,000
February 8, 1904 to date	
Skirmishes and smaller battles	12,000
February 23-March 12	
Mukden	200,000
February 8, 1904, to date	
Naval engagements (excluding fall of Port Arthur)	3,000
	397,411

SALVAGE STEAMER FOR PORT ARTHUR.

Writing from Stockholm on the 1st ult. a correspondent of the *Singapore Free Press* says:—The Japanese Government has brought from the Neptune Salvage Company, of this place, the salvage steamer *Heracles* for use in raising the sunken Russian warships in the harbour of Port Arthur. The *Heracles* is equipped with the latest and best apparatus for carrying out salvage work. The vessel lies at present off Marseille, and is to be taken to Nagasaki without delay by its present crew, who are all Swedes, and who will be employed in salvage work at Port Arthur. The *Heracles* has been insured for £3,200 against war risks, and on the voyage to the Far East the captain will have to keep a sharp look out to avoid falling in with Admiral Rojdestvensky's Squadron.

CHINESE LABOUR FOR BRITISH COLUMBIAN MINES.

The United States Consul at Victoria, B.C., says an attempt is about to be made to introduce Chinese labour into some of the mines of the province. "It has been found impossible," writes the Consul, "to successfully work hydraulic mines in many portions of British Columbia at the prices paid for white labour, and in consequence an effort is to be made again next season to introduce Chinese labour in the hydraulic mines at Atlin, in the northern section of this province. A few years ago a number of Japanese were taken into the district for this purpose, but in consequence of the determined opposition of the local miners' unions the mine owners were compelled to abandon their intention in the matter. Since then conditions have considerably changed, there being far fewer white miners in the district than formerly, while it has been clearly shown that it is not possible to profitably operate many of the Atlin hydraulic properties without largely reducing the cost of labour. Under these circumstances it is probable that there will be less opposition to the contemplated employment of Chinese labour, particularly as it is proposed to increase the wages of white miners now in the district, who will be employed as foremen or overseers."

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

"PUSILLANIMOUS SEAMEN."

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."—SIR,—In yesterday's issue reference was made to the punishment inflicted at the Magistrate's court on sailors who declared they were afraid to proceed to Japan with a cargo of contraband. Many will agree with the tone of your article, because there can be no doubt that risk does exist. Because we do not know where the Baltic Fleet is, that is no reason why we should suppose them to be anywhere except in the direct line to Japan.

But that is not the point, on Monday two gangs of men from two different ships were sent to prison for three weeks because they refused to go to Japan. On Tuesday another gang of men appeared in court on the same charge and they were discharged. On Monday the Magistrate said there was no risk; on Tuesday he held "there were reasonable grounds for their refusing to proceed." There is surely inconsistency in that. A couple of score of sailors have gone to prison because they believed there was risk in going to Japan. A day later the Magistrate is of the same opinion. If there was risk on Tuesday could it be said there was no risk on Monday? It seems to me that the men who were convicted on Monday have been badly treated, and if there is any justice at all His Excellency the Governor should exercise his clemency and allow the men to be liberated. The matter closely affects all seamen and should receive the attention of the Government.—I am, etc.,

SAILOR.

Hongkong, 19th April, 1905.

NAVAL NOTES.

The Russian Government has ordered no further war supplies to be purchased in the United States. It has made heavy shipments from New York and San Francisco, but the contracts still unfilled have been cancelled and a compromise effected with the contractors.

Engineer Commander A. E. C. Deacon has been appointed to H.M.S. *Glory*, flagship of the China Squadron for duty at Wei-hai-wei. Commander Deacon, who has been close on nineteen years in the service, was lately doing duty on H.M.S. *Figueroa* depot ship for destroyers at Felixstowe.

BLUE JACKETS DESERT FROM THE "VENGEANCE."

Seven blue jackets deserted from H. M. S. *Vengeance* at Colombo. Four were arrested at Bonella by the police who were rewarded with £1. Three were still at large at the time that the Ceylon mail left. The sailors were in civil clothes when arrested.

RUSSIAN ORDERS.

A batch of eight submarines has just been laid down in a secluded spot in the inner harbour at Sevastopol. The whole of them, by contract, are to be ready at the outside in three months. The boats are of latest American type, are being built by skilled American workmen, and their construction is being supervised by an American expert.

THE BIRCH IN THE NAVY.

In the debate on the vote for the pay of officers, seamen, and boys in the Navy, Mr. MacNeil made another spirited attack upon the custom of beating the boys of the Navy, he denounced the degraded and degrading custom in a most unsparring manner. Nor was he alone in his protests, for Mr. Edmund Robertson and Mr. Broadhurst took the same line. Mr. Broadhurst, a Unionist, also spoke against this brutal survival in the senior service, and he rebuked those members who seemed disposed to treat matter jocularly. Mr. Prieman, however, attempted to be facetious, and reminded members of their own early experiences of the birch.

The most original feature of the Naval, Shipping, and Fisheries Exhibition at Earls Court this year will be a full-sized cruiser to be manned by naval reserve men, and arranged on the actual lines of a man-of-war. She has a deck 42 ft. in the beam, and 25 ft. from stem to stern, and is being fitted with the actual winch and windlass used on Captain Scott's Antarctic vessel, the *Titanic*. The crew will be as nearly as possible following their duties as in ordinary life at sea, with gun drill and cutlass drill at intervals, and every other incident of a sailor's daily life. To complete the illusion a mile of scenery, forty feet deep, is being arranged as a panorama, with glimpses of naval manoeuvres, Mediterranean ports and coast scenes. The effect upon the observer will be that of a cruise on a unit of the Mediterranean squadron, and nothing in the way of pains or expense is being spared to make the realisation worthy the conception.

PERIN SYNDICATE.

During its eight years' existence this company has issued one report and balance-sheet. That was made up to the end of 1900, and since then not a scrap of real information about what is being done with the money subscribed has been vouchsafed to the shareholders. On two occasions, however, if they felt so disposed, they could purchase from Messrs. Frederick C. Mathieson and Sons for sixpence a pamphlet giving the kind of information that would be contained in a bucket shop circular pushing the shares. Last week we referred to the second of these pamphlets, says the *P. M. Gazette* of the 14th ult., and asked, one or two questions as to the responsibility of the directors for its issue. They have not seen fit to enlighten us on the subject, but it is at least highly significant that they have not hastened to indignantly disown the sixpenny clapnet sent out anonymously. Meantime the rig in the shares continues, and yesterday they were hoisted to 20. If holders are wise they will clear out before the slump comes.

DEATH OF A PROMINENT REFORMER.

A Swatow letter reports the death, a short time ago, at his home in Chiaying-chou, province of Kwangtung, of H.E. Wang Kung-doo, late Minister-designate to Japan, at the age of fifty-two. The foreign community will remember him as the person who, during the eventful period following the coup d'état of the Empress Dowager in September 1898, was "inveigled" by the then Shanghai Taotai, Tsai Chun, into the Bureau of Foreign Affairs on the "Bubbling Well Road, and imprisoned there as a Reformer and suspected member of Kang Yu-wei's Reformer Party. It will also be remembered that when it became known at the time that Wang Kung-doo (Huang Chun-hsien) was to be transferred by Tsai Taotai into the native city, probably to be decapitated by orders from Peking, several foreigners tried to make a raid one night on the Bureau of Foreign Affairs with the object of liberating the Reformer, unfortunately without success. Finding his efforts at removing his prisoner into the native city ineffectual, Tsai Taotai kept him in the Bureau of Foreign Affairs, until a Rescript arrived from Peking setting him at liberty. From Shanghai Wang left for the South, to return to his home in Chiayingchou, which he never left, although restored to his former rank and titles by the "Grace" decree issued by the Empress Dowager on her seventieth birthday anniversary, last November, whereby "all who were degraded or proscribed for being implicated in the reform movement of 1898 are pardoned and restored the respective ranks and titles each held at the time of this proscription, or degradation." The deceased was Chinese Consul-General at Singapore in 1893, and an M.A. (Chijien) in literary rank. In 1895 he returned to China and in January of the following year was appointed Chief Secretary of Admiralty Affairs in Tientsin. In November of the same year he was appointed Minister to Germany, but did not proceed, his place being taken by H.E. Li Hai-huan, now Treaty Commissioner here and President of the Peking Board of Works. In June 1897 he became Salt Intendant of Hunan and then Acting Provincial Judge, in which post he became the right-hand man of the late Chen Pao-chien, the enlightened Governor of that province, in his reforms. In August 1898, a month before the famous coup d'état, the deceased was appointed Minister Plenipotentiary to Japan, but before he could proceed thither he, as well as Governor Chen Pao-chien and other enlightened officials, was engulfed in the cataclysm which Kang Yu-wei's influence over the Emperor produced. Coming to Shanghai, the deceased was arrested by the Shanghai Taotai of the time as already noted.—V. C. D. News.

TROPICAL MEDICINE.

THE LIVERPOOL SCHOOL.

Daily the conventional barriers between one science and another are being broken down. Notably this is true in the case of medicine. The "British Medical Journal," for instance, has lately published papers by Mr. Frederick Soddy, Sir William Ramsay's brilliant assistant on the possible inhalation of radio-active gases in cases of pulmonary disease; and by Professor Karl Pearson on the statistics of antityphoid inoculation. Tropical medicine, again, has lately discovered the enormous importance of insects in the conveyance of disease. (It may be noted that bacteria are not insects, but unicellular vegetable organisms.) Many bacteria and other immediate causes of disease are habitually conveyed from the sick to the sound by insects. The reader is familiar with the most celebrated case, which is that of malaria, and to which may be added yellow fever, sleeping-sickness, the tsetse-fly disease of horses, anthrax, and other maladies, including two which first led Sir Patrick Manson on the right track in the discovery of the causation of malaria. The Liverpool School of Tropical Medicine, which leads the world on this subject, has now proved its right to this claim, and has furnished another instance of the alliance between the sciences, in appointing Mr. Newstead, a pupil of the late Miss Eleanor Ormerod, the distinguished entomologist, as lecturer in economic entomology and parasitology. Now that insects like the mosquito are found to be of such malign importance in the conditions of

life in tropical countries it is plainly necessary that the study of them in these relations be no longer left to medical men, who have sufficient problems of their own to unravel without spending time on all the subjects more or less germane to medicine. The Liverpool School is to be congratulated. Quite recently a well-known physicist, under the auspices of the University of Manchester, delivered a special course of lectures on radium and its phenomena, to classes of doctors and medical students. In this connection it is hardly necessary to remind the reader that the greatest name in the history of medical science since Harvey is not that of a physician at all, but of a French chemist.

The vast imperial importance of tropical medicine is rapidly coming to be recognised. Last month, for instance, brought not only the news of Mr. Newstead's appointment in Liverpool—the first of its kind—but an important piece of news from Liverpool's great rival, the London School of Tropical Medicine. These are the two cities naturally adapted for the study of this subject, owing to their connection with the great ports. The London School has had granted its request to be included as a department of the University of London; and it is further decided that tropical medicine shall be one of the special subjects examination in which shall qualify for the M.D. degree in the University. No one who has looked into the question can doubt that, in a very short time, no medical man will be eligible for any Colonial post, or for admission either to the Indian Medical Service or the Army Medical Service, until he can produce proof of special study of the prevention and causation of tropical diseases. All this great development, we may note, has its origin in the work of Pasteur.—E.

THE EXTRAORDINARY STORY OF ANTICOSTI.

FROM CHOCOLATE MAKER TO SALVATION ARMY.

The report that General Booth, the head of the Salvation Army, is about to purchase the island of Anticosti from Henri Menier, the Parisian chocolate manufacturer, directs the world's attention, remarks the New York *Tribune*, to one of the most extraordinary real estate transactions of modern times. Ten years ago M. Menier purchased Anticosti for \$50,000, and sought to make himself monarch of all he surveyed. Now he has tired of the scheme, which, moreover, did not work satisfactorily, and although he spent nearly \$2,000,000 improving this remarkable estate it is believed that he has sold out, or is about to sell out, to General Booth for a fraction of that sum, and that the Salvationists will soon begin to colonize it on a large scale, which he could not succeed in doing. M. Menier, after he secured the place, expelled the original inhabitants, some scores of Newfoundland fishermen who had squatted around its coast, and when eviction he ordered because they would not subscribe to the autocratic regulations he framed and enforced. Then he advertised in the French papers for settlers from the Norman and Breton dales to replace them, offering bonuses of varying value, up to these, according to the period they would agree to remain on Anticosti. But responses were few and unsatisfactory, because the United States attracted the best class of immigrants, and his regulations were too harsh for most of the French. Hence it is that, owing to lack of settlers to turn to account the varied wealth of the region, the "bonheur king" is now abandoning his expensive and disappointing whim. It would be difficult to imagine any spot better suited than Anticosti for a Salvation Army colony. The island is 130 miles long by 30 wide, has an area of 2,400,000 acres, and possesses 300 miles of seacoast. It lies right athwart the entrance to the St. Lawrence River, forming the line of division between the river and the gulf, and it therefore dominates all the ocean-borne commerce passing through Canada's front door. Anticosti has two fine natural harbours, one at Ellis Bay, at the upper end of the island, and a second at Fox Bay, at its other extremity. Both are capable of accommodating whole fleets of the largest seagoing ships, in every kind of weather. Menier's explanation why he purchased the island was that he desired it for a hunting retreat where he and his friends could spend their summers, enjoying its sporting and scenic advantages, and not in danger of an invasion by other pleasure seekers. To preserve the game in its forests and streams, M. Menier devised a Draconian code of rules for the government of his spacious principality. He required all residents to recognize him as possessing sovereign powers. Everybody entering the island to ply a trade or other calling had to obtain a license from him or his "governor," such a license being revocable at any time and the holder being then liable to expulsion. The importing or exporting of provisions, liquors, plants, seeds, cattle, peltries, fish or other commercial objects, except through M. Menier's agents and by his ships, was forbidden, under pain of expulsion, and no resident was to shelter or employ anybody without a permit, under the same penalty, which also applied again to the use of alcoholic liquors. The possession or use of fire-arms was forbidden, except under a permit from the "governor," revocable any time, and claimed to be to prevent the extermination of the game or furred animals by the poaching proclivities of the inhabitants. A similar regulation prevented them taking fish from the rivers and lakes. No resident was allowed to possess any boat or vessel without a permit from the "governor." In like manner all discoveries of minerals must be reported at once to the "governor" not only by the actual finders, but also by any others who may have had knowledge of the fact. Grain, wheat, vegetables and fruit are grown on the island and reach maturity. Its timber areas are also extensive, and competent authorities say that there are 2,000,000 acres of spruce and pine-covered forest. The tillable area is estimated at 1,000,000 acres, or 10,000 farms of 100 acres each, and allowing five persons to a family, this would support 50,000 people. Much of the surface, moreover, is swampy, but by cheap drainage could be fitted to profit, as M. Menier has already done with the site of a lake in the interior of the island, from which he now raises splendid crops of oats. The marshes could also be made to support a large and paying industry in the growing of cranberries; the neat deposit promise to be highly productive, and the timber industry could afford employment to hundreds of men. The fishery wealth of Anticosti is, however, its chief asset. The waters that wash its shores furnish an abundance of cod, halibut, turbot, mackerel, herring and lobsters. As a result of only two months fishing last year M. Menier shipped \$40,000 worth of lobsters. Inland fishing is also excellent; the streams and lakes abounding with trout, salmon and sea trout are readily caught in the inlets. The island, therefore, might be covered into a great tourist paradise with suitable summer hotels and steam-boat facilities. It possesses bears, otters, martens and foxes, though poaching has considerably reduced their numbers and M. Menier has begun to restock it with all these varieties, as well as with moose, elk and caribou, so as to convert it into a valuable hunting preserve.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 19th at 11.40 a.m. The barometer has risen over Japan, and fallen in China, particularly in the North. A depression appears to be moving Eastwards in the Yangtze Valley. Pressure is highest over E. Japan. Gradients are rather steep in the North and moderate in the South. Fresh S.E. to S. winds will probably prevail in the Formosa Channel and the North part of the China Sea. Forecast:—Fresh S. to SW. winds; equally, showery.

To-day's Advertisements.

KOWLOON BOWLING GREEN CLUB.

THE OPENING DAY OF THE SEASON will be held at the Greens in Austin Road, Kowloon, on SATURDAY, 22nd inst., at 3 P.M. SPONSO COMPETITIONS will be played. Friends of Members are invited.

D. GOW.

Hon. Secretary.
Hongkong, 19th April, 1905. [494]

WANTED.

A TEACHER, ENGLISH and ARITHMETIC.

Apply at—
THE LI SHING SCIENTIFIC AND INDUSTRIAL COLLEGE,
64, Queen's Road Central.

Hongkong, 19th April, 1905. [495]



PUBLIC AUCTION.

THE Undersigned have received instructions from the REGISTRAR, SUPREME COURT, to sell by

PUBLIC AUCTION,

ON

WEDNESDAY,

the 26th April, 1905, at Noon, at the Sam Yick Coal Godowns, Mong-kok-tsui,

ABOUT 1,200 TONS

KAI PING COAL,

(half Lump and half Small).

A Steam Launch will leave Blake Pier at 11.30 A.M. to convey intending purchasers.

TERMS:—As usual.

HUGHES & HOUGH,

Government Auctioneers.

Hongkong, 19th April, 1905. [492]

ST. PETER'S CHURCH.

A RENDERING OF

STEINER'S CRUCIFIXION will be given at the above Church,

ON

FRIDAY NEXT,

the 21st instant, commencing at 8 P.M., by the Choir,

Assisted by a number of friends.

Collections for the new Organ Fund.
Hongkong, 19th April, 1905. [493]

THE REAL THING AT LAST.

FUSSELL'S PURE RICH THICK CREAM, which, by the bye, is always known by the "GOLDEN BUTTERFLY" on the tin, keeps excellently anywhere and everywhere. When opened, it is as fresh and sweet as though it had just been skimmed from the freshest dairy milk.

Nothing but praise has been received from those who have had it.

NO PRESERVATIVE OF ANY KIND IS USED.

THIS IS ABSOLUTELY GUARANTEED.

Fuller particulars, prices, booklets and samples on application.

SOLE AGENT:—

H. RUTTONJEE,

5, D'Almeida Street, Hongkong.

37, Elgin Road, Kowloon.

Hongkong, 19th April, 1905. [58]

Intimation.



Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"DIOMED"	22nd April.
GLASGOW and LIVERPOOL	"GALCHAS"	29th April.
GLASGOW and LIVERPOOL	"MOYNE"	1st May.
GLASGOW and LIVERPOOL	"DEUCALION"	6th May.
GLASGOW and LIVERPOOL	"KINTUCK"	11th May.
GLASGOW and LIVERPOOL	"MENELAUS"	16th May.
GLASGOW and LIVERPOOL	"NINGCHOW"	18th May.

S.S. "Diomed" left Singapore at 5 p.m. on the 17th inst., and is due here about 22nd.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
* GENOA, MARSEILLES & L'POOL	"ALCINOUS"	21st April, 5 p.m.
AMSTERDAM, LONDON & ANTWERP	"KAISOW"	25th April.
AMSTERDAM, LONDON & ANTWERP	"JASON"	9th May.
* GENOA, MARSEILLES & L'POOL	"LAERTES"	20th May.
AMSTERDAM, LONDON & ANTWERP	"DIOMED"	23rd May.
AMSTERDAM, LONDON & ANTWERP	"CALCHAS"	26th June.
* GENOA, MARSEILLES & L'POOL	"DEUCALION"	20th June.
AMSTERDAM, LONDON & ANTWERP	"KINTUCK"	20th June.

* Taking Cargo for Liverpool at London Rates.

S.S. "Alcinous" left Shanghai on the morning of the 17th inst., and may be expected to arrive here on the 20th.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"TELMACHUS"	20th April.
For Freight, apply to	"NINGCHOW"	21st May.

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 19th April, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA, ZAMBOANGA, PORT DAR- WIN, THURSDAY ISLAND, COOK- TOWN, CAIRNS, TOWNSVILLE, BRIS- BANE, SYDNEY and MELBOURNE	"TAIYUAN"	22nd April.
CEBU	"TAMING"	24th "
LOLOLO	"PROVIDENCE"	24th "
MANILA	"SUNKIANG"	25th "
TSINGTAO, CHEFOO and TIENTSIN	"KANSU"	25th "
KOBE	"TSINAN"	25th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivaled table. A duly
qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT.)

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 18th April, 1905.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	A. H. Noley	MANILA via AMOY	SATURDAY, 22nd April, at Noon.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 29th April, at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 17th April, 1905.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	About
"ATHOLL"	15th May, 1905.
"NORDPOL"	15th June, "

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 7th April, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NUMANTIA"	4,370	Brehmer	April 27th, 1905.
"ARABIA"	4,483	Bahle	May 1st, "
"ARAGONIA"	5,198	Schmidt	May 30th, "
"NICOMEDIA"	4,370	Wagner	June 26th, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES.

From 1st January, 1904.

ALSO REDUCED FARES TO
MANILA AND RETURN.STEAMERS fitted throughout with Electric
Light, First Class Accommodation; Un-
rivaled Table. Duly qualified Surgeon carried.BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons	Captain
"KWONG CHOW" 1,309	J. P. MARTIN
"KWONG TUNG" 1,238	H. W. WALKER

Leave Hongkong for Canton at 9 every
evening (Saturday excepted).Leave Canton for Hongkong about 5:30
o'clock every evening (Sunday excepted).These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity.Passage Fare—Single Journey...\$4
Meals...\$1 each.The Company's Wharf is a short distance
West of the Harbour Master's Office.SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 10th January, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
NINGPO and SHANGHAI	"HANGSANG"	THURSDAY, 20th April, 4 P.M.
MANILA	"LOOANGSANG"	THURSDAY, 20th April, 4 P.M.
SHANGHAI	"HINSANG"	SATURDAY, 22nd April, 4 P.M.
SWATOW, CHEFOO and TIENTSIN	"WOSANG"	SUNDAY, 23rd April, Daylight.
TIENTSIN	"ESANG"	TUESDAY, 25th April, 4 P.M.
S'GAPORE, PENANG & CALCUTTA	"NAMSANG"	WEDNESDAY, 26th April, 3 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.† Taking Cargo on through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.
For Freight or Passage, apply toJARDINE, MATHESON & CO.,
General Managers.

Hongkong, 19th April, 1905.

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PUNDUA,"
Captain R. F. Thomson, will be despatched as
above, on SUNDAY, the 23rd instant, at
Daylight.For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 17th April, 1905.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.FOR SYDNEY AND MELBOURNE,
(Calling at Port Darwin and Queensland Ports,
and taking through Cargo to Adelaide,
New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE,"
Captain Helms, will be despatched for the
above Ports, on SATURDAY, the 6th proximo,
at Noon.This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, etc., throughout the voyage.This Steamer is installed throughout with
the Electric Light.A duly qualified Surgeon and Stewardess are
carried.N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 11th April, 1905.

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENALDER,"
Captain McIntosh, will be despatched as above
on or about the 15th May, 1905.For Freight, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 17th April, 1905.

A FOOK & Co.,
12, Pottinger Street, Central.GENERAL STOREKEEPERS, SHIP CHANDLERS
AND COMMODORES, COAL MERCHANTS
AND STEVEDORES OF SIXTY
YEARS STANDING.ALL kinds of Provisions, Coal, Water and
Ballast supply from alongside at the
shortest notice and with all possible dispatch.
Moderate terms.Orders solicited.
Hongkong, 23rd February, 1905.

Shipping—Steamers.

REGULAR STEAMSHIP SERVICE
TO NEW YORK,
via PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).PROPOSED SAILINGS FROM HONGKONG.
1905. About"SAGAMI" 20th May, 1905.
"HINDUSTAN" 6th June, "
"ERROLL" following.For Freight and further information, apply
toDODWELL & Co., LIMITED,
Agents.

Hongkong, 19th April, 1905.

HONGKONG-MACAO LINE.

S.S. "WINGHOAT"

Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sun-
days at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 6.30 P.M.FARES:—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.
Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$2; Return, \$2; 3rd Class, Single, 30
cents; Return, 50 cents; Steerage, 20 cents.
TIPPI and DINNER can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.

The Steamer is lit throughout by Electricity.

The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.MING ON & Co.,
2nd Floor, No. 16, Victoria Street.

Hongkong, 5th November, 1904.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
NINGPO and SHANGHAI	"HANGSANG"	THURSDAY, 20th April, 4 P.M.
MANILA	"LOOANGSANG"	THURSDAY, 20th April, 4 P.M.
SHANGHAI	"HINSANG"	SATURDAY, 22nd April, 4 P.M.
SWATOW, CHEFOO and TIENTSIN	"WOSANG"	SUNDAY, 23rd April, Daylight.
TIENTSIN	"ESANG"	TUESDAY, 25th April, 4 P.M.
S'GAPORE, PENANG & CALCUTTA	"NAMSANG"	WEDNESDAY, 26th April, 3 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.† Taking Cargo on through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.
For Freight or Passage, apply toJARDINE, MATHESON & CO.,
General Managers.

Hongkong, 19th April, 1905.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"POONA,"
FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.This vessel brings on Cargo:—
From London, &c., ex S.S. "Peninsular."
Optional Goods will be landed here unless
instructions are given to the contrary before
1 P.M., TO-DAY.Goods not cleared by the 21st instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignees' and
the Company's representative at an
appointed hour.All Claims must be presented within ten
days of the steamer's arrival here after which
they cannot be recognized.No Claims will be admitted after the Goods
have left the Godowns.L. S. LRWIS,
Acting Superintendent.

Hongkong, 15th April, 1905.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"PREUSSEN"having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and Godown
Company, Limited, Kowloon, whence
delivery may be obtained.Optional Cargo will be forwarded unless
notice to the contrary be given before 4 P.M.,
TO-DAY.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 20th instant will be
subject to rent.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on THURSDAY, the 20th instant, at
9.30 A.M.All Claims must reach us before the 25th
instant, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & Co.,
Agents.

Hongkong, 15th April, 1905.

Consignees.

S.S. "DUMBEA."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex
s.s. "Dordogne" and "Adour," from Havre ex
s.s. "Adour," and from Bordeaux ex s.s. "Ville de
Celle" and "Ville de Valenciennes," in connection
with above Steamer, are hereby informed that
their Goods, with the exception of Opium,
Treasure and Valuables are being landed and
stored at their risk into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Co., Limited, at Kowloon, whence delivery may
be obtained immediately after landing.Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon, TO-DAY, requesting it to be
landed here.Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed after
TUESDAY, the 25th April, at Noon, will be
subject to rent and landing charges.All claims must be sent in to me on or before
the 25th April, or they will not be recognized.All damaged packages will be examined on
TUESDAY, the 25th April, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 18th April, 1905.

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Company's Steamship
"INDRAMAYO,"having arrived from the above Port, Consignees
of Cargo are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
goods are landed.Goods not cleared by the 21st instant, at
5 P.M., will be subject to rent.No Fire Insurance will be effected by us in
any case whatever.All damaged packages must be left in the
Godowns, and a certificate of the damage
obtained from the Godown Company within
ten days after the vessel's arrival here, after
which no claims will be recognized.This vessel brings on part Cargo of S.S.
Verona from New York.JARDINE, MATHESON & Co.,
Agents.

Hongkong, 17th April, 1905.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE S.S. "ERROLL,"

FROM LIVERPOOL AND GLASGOW.

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Ltd.,
at Kowloon, whence and/or from the wharves
delivery may be obtained.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 25th April will be subject
to rent.All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 28th
April, or they will not be recognized.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 25th April, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & Co., LIMITED,
Agents.

Hongkong, 18th April, 1905.

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TREMONT,"

FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE AND MOJI.The above Steamer having arrived, Consignees
of Cargo are hereby requested to
send in their Bills of Lading for Counter-
signature, and to take immediate delivery of their
Goods from alongside.Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.No Fire Insurance will be effected by us in
any case whatever.DODWELL & Co., LIMITED,
Agents.

Hongkong, 15th April, 1905.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO',
LONDON AND STRAITS.

Mails.



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"SIMLA,"

Captain F. R. Summers, carrying His Majesty's
Mails, will be despatched from this for
BOMBAY, on SATURDAY, the 22nd
April, at Noon, taking Passengers and
Cargo for the above Ports in connection with
the Company's S.S. *Moldavia*, 9,500 tons, from
Colombo, Passengers' accommodation in which
vessel is secured before departure from Hong-
kong.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Mace-
donia*, due in London on the 4th June.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

L. S. LEWIS,

Acting Superintendent.

Hongkong, 8th April, 1905.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.



STEAM FOR SAIGON,

SINGAPORE, BATAVIA,

COLOMBO, ADEN, EGYPT,

MARSEILLES, LONDON,

HAVRE, BORDEAUX,

MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "ARMAND BEHIC."

Captain E. Guionnet, will be despatched for
MARSEILLES on TUESDAY, the 2nd
May, at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. *DUMBEA*.....16th May.

S.S. *ERNEST SIMONS*.....30th May.

S.S. *POLYNESIE*.....13th June.

G. DE CHAMPEAUX,

Agent.

Hongkong, 18th April, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY

COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
<i>Tremont</i>	9,666	T. W. Gardick.	At April 25
<i>Lyra</i>	4,417	G. V. Williams.	May 2
<i>Hyades</i>	3,753	Geo. Wright.	May 23

† Cargo only.

Steamer marked (*) have no second-class
passenger accommodation.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE; ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shastomut* and *Tremont*
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.

Barber's shop and steam laundry. Cargo
carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings.

Hongkong, 18th April, 1905.

BOO CHEONG,

STATIONER AND PAPER MERCHANT,

No. 20, Pottinger Street.

HAS always on hand all varieties of
Stationery, Printing and Note Papers,
Copying Presses, also Automatic Cyclostyle
and Ellans Duplicator.

Hongkong, 23rd February, 1905.

For Sale.

FOR SALE.

ONE 21-foot TRUSTCOTT MOTOR
BOAT, handsomely finished, fitted with
Cushions, Airing, &c. A brand new 34 Horse
Power Motor, never been used for more than
test trials, everything in excellent condition,
speed 9 miles.

Apply to—

ORIENTAL CONSTRUCTION CO.,

Alexandra Buildings.

Hongkong, 13th April, 1905.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.

\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 7th March, 1905.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.

Hongkong, 10th January, 1905.

FOR SALE.

INCANDESCENT

GASOLINE

LAMPS

OF ALL DESCRIPTIONS,

from the best makers.

INCANDESCENT

MANTLES,

OHIMNEYS,

GLOBES,

SHADES, &c.,

for

GASOLINE AND GAS

LAMPS

at the most moderate

prices.

Lamps fixed up for

Buyers free of charge.

Naphtha of the best

kind kept in stock.

TAI KWONG CO.,

56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904.

TSANG FOO & CO.,

COAL MERCHANTS AND STEVEDORES,

48, DES VŒUX ROAD.

SHIPS Coaled from alongside at the shortest
notice, and with all possible despatch.
Prices Moderate. Telephone No. 320.
Hongkong, 1st October, 1904.

To Let.

TO LET.

A BUILDING at CAUSEWAY BAY, at
present in occupation of the Steam
Laundry Co., Ltd.

No. 1, RIPON TERRACE.

FLATS in MORETON TERRACE, facing
Polo Ground.

OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 30th March, 1905.

TO LET.

NO. 1, STEWART TERRACE,
THE PEAK.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 26th March, 1904.

Dentistry.

THE AMERICAN SYSTEM

OF

DENTISTRY.

M. H. CHAUN, D.D.S.,

37, DES VŒUX ROAD CENTRAL, HONGKONG;
From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904.

TSIN TING.

LATEST METHODS OF DENTISTRY,

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 30th July, 1904.

NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the *Hongkong Telegraph* and
they are warned against paying more than
TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 20th September, 1903.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$8,000,000	\$1,493,408	Div. of £1.10/- and bonus of £1.0/- ex- change 1/11 9/16=\$2.16 for second half-year 1904	5 1/2 %	\$780 sales London £80
National Bank of China, Limited	99,925	£7	£7	\$175,533 \$191,973	\$21,668	\$2 (London 3/6) for 1903	5 1/2 %	\$37
MARINE INSURANCES.								
Canton Insurance Office, Limited	110,000	\$250	\$50	\$1,400,000 81,739	\$150,494	\$17 for 1903	6 1/2 %	\$285 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$950,000 \$151,992 \$362,366 \$371,445	Nil.	\$4 1/2 for year ended 30.4.1904	7 1/2 %	\$58 sales
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Final of 10/- making £1 for 1903	8 %	Tls. 95 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,850,000 20,000 \$372,749 \$893,110 \$846,773 \$700,000 \$37,704 \$1,000,000	\$2,078,997	\$35 for 1903	5 %	\$700
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000 \$1,000,000	\$486,284	\$12 and \$3 special dividend for 1903	9 1/2 %	\$155 buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$125,075 \$24,561	\$329,047	\$6 dividend & \$1 bonus for 1903	8 1/2 %	\$86 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,207,505	\$360,372	\$34 for 1903	11 1/2 %	\$507 1/2 sellers
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$5,000 \$185,000 \$85,439	\$8,832	\$1 for 1904	5 %	\$21 sales
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$250,000 \$600,000 \$158,444	Nil.	\$2 for year ended 30.6.1904	5 1/2 %	\$35 sales
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$205,000 £100,000	\$26,160	\$1 for second half-year 1904	9 1/2 %	\$26 1/2 sales
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£200,000 £100,000	£5,853	10/- for 1903 @ 1/10 5/16=\$5.378	4 1/2 %	\$121 buyers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 43,762	Tls. 2 1/2 a/c making Tls. 4 1/2 for 1904	8 1/2 %	Tls. 54 sales
Do. (Preference)	100,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 43,762	Tls. 1 1/2 final making Tls. 3 1/2 for 1904	8 %	Tls. 47 buyers
"Shell" Transport and Trading Company, Limited	10,000	\$10	\$10	\$100,000 £4,116	£8,852	Interim of 1/- (Coupon No. 5) for 1904	5 %	21/-
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$15,093 \$400,000 \$21,075 \$130,153 Tls. 176,000 Tls. 276,079	\$1,287	\$1.80 & b. 40 cts. for year ending 30.4.04 \$1.90 & b. 20 cts.	5 1/2 % 4 1/2 %	\$32 1/2 \$28 1/2
Straits Steamship Company, Limited	5,000	\$100	\$100	\$21,075	\$21,231	\$10 for 1904	8 %	\$125 sales
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 125,000	Tls. 6,190	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1904	11 1/2 %	Tls. 28 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$450,000 none	\$2,812	Final of \$15 making \$20 for 1904	9 %	\$220 sales
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	none	\$8,987	\$3 for 1897	5 %	\$27 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	Tls. 2 1/2 for year ending 30.9.04	4 1/2 %	Tls. 55 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£40,000	£7,820	No. 3 of 1/6	...	Tls. 7 1/2 sales
Oriental Consolidated Mining Company, Limited	50,000	G. \$10	G. \$10	none	G. \$672,093	50 cents making G. \$1 for 1904	5 1/2 %	G. \$17 1/2 sales
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	£4,873	£4,029	No. 12 of 1/-=48 cents	...	\$4 buyers
SOCIÉTÉ FRANÇAISE DES CHARBONNAGES DU TONKIN.								
Docks, Wharves & Godowns.	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,529,652	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	...	\$490
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000 \$68,493 £10,000 \$300,000 \$250,000	\$8,577	\$3.75 for 1904	10 1/2 %	\$35
HONGKONG & KOWLOON WHARF AND CODOON, CO., LTD.								
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$335,000	\$498,289	\$6 dividend and \$1 bonus for 2nd half- year 1904	6 1/2 %	\$203 buyers
Howarth Erskine, Limited	12,000	\$100	\$100	\$60,000	...	\$10 div. & \$5 bonus for year end. 30.6/04	6 1/2 %	\$250 buyers
New Amoy Dock Company, Limited	6,000	\$60	\$60	\$55,500	\$489	\$1 1/2 for 1903	6 %	\$121 sellers
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$49,936	\$10 div. and \$2 1/2 bonus for 1903	5 1/2 %	\$230 buyers
Do. (Preference)	2,750	\$100	\$100	Tls. 900,000	Tls. 48,153	Tls. 5 interim for 1904/5	8 %	Tls. 150 buyers
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 487,210	Tls. 10,711	Final of Tls. 6 making Tls. 10 for 1904	6 %	Tls. 187 1/2 buyers
Shanghai and Hongkong Wharf Company	33,000	Tls. 100	Tls. 100	Tls. 59,880	...	\$20 for 2nd half year making \$26 for 1904	7 1/2 %	\$350 buyers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	Tls. 17,500	Tls. 2,762	Tls. 18 for 1904	9 1/2 %	Tls. 187 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	none	\$9,989	\$2 1/2 for year ended 30.6.1904	8 %	\$31
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	Tls. 34,000 Tls. 8,000	Tls. 806	Final of Tls. 5 making Tls. 9	6 1/2 %	Tls. 145 ex div.
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	\$100,000 \$10,000	\$3,554	\$5 for second half-year making \$10 for 1904	7 1/2 %	\$140 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	Tls. 828,813 Tls. 170,000	Tls. 40,670	Tls. 3 final and Tls. 2 bonus making	7 1/2 %	Tls. 115 sales
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	Tls. 13,086	Tls. 680	Tls. 8 for 1904	10 %	Tls. 47
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 35,227	Tls. 12,050	Final of \$1.07 making \$1.2 for 1904	4 1/2 %	Tls. 125
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$200,994 \$50,000	\$11,958	Tls. 5 for 1904	5 1/2 %	Tls. 47
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$377	Final of Tls. 4 making Tls. 7 for 1904	10 %	Tls. 125
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 828,813 Tls. 170,000	Tls. 40,670	Final of \$1.70 making \$3.20 for 1904	5 1/2 %	Tls. 12 buyers
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	\$1,465	Final of \$1.70 making \$3.20 for 1904	5 1/2 %	Tls. 12 buyers
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 67,300	Tls. 725	Final of \$1.70 making \$3.20 for 1904	5 1/2 %	Tls. 12 buyers
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	Final of \$1.70 making \$3.20 for 1904	5 1/2 %	Tls. 12 buyers
West Point Building Company, Limited	12,500	Tls. 25	Tls. 25	none	\$1,247	Final of \$1.70 making \$3.20 for 1904	5 1/2 %	Tls. 12 buyers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	10 %	Tls. 40 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$2,862	50 cents for the year ending 31.7.04	3 %	\$16 1/2 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 50,000 Tls. 35,227	Tls. 13,629	Interim of 3 % a/c 1898	...	Tls. 38 1/2 sales
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 10,000	Interim of 4 % a/c 1898 on 6,000 shares	...	Tls. 42 sales
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 8,115	Tls. 2,050	4 % for 1897	...	Tls. 150
CIGARS AND TOBACCO COS.								
Alhambra, Limited	300	\$200	\$200	\$779	nil	\$125 for year ending 30.6.1900	...	\$100
Philippine Company, Limited	67,500	\$10	\$10	...	...	First year	...	\$9 1/2 sellers
SHANGHAI-SUMATRA TOBACCO COMPANY, LIMITED								
MISCELLANEOUS.	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000 \$25,000	Tls. 1,091	Final of Tls. 6 making Tls. 9	13 1/2 %	Tls. 68 sales
A. S. Watson & Co., Limited	90,000	\$10	\$10	none	\$2,883	Interim of 50 cents for 1904	7 1/2 %	\$13 1/2 buyers
Anglo-German Brewing Company, Limited	4,000	\$100	\$100	none	...	First year	...	\$115 sales
Bells Asbestos Easden Agency, Limited	8,604	12/6	12/6	none	£161	6d. per share for 1903	5 %	\$3
Campbell Moore & Co., Limited	1,200	\$10	\$10	\$8,000	\$1,182	\$3 for 1904	8 1/2 %	\$36
Central Stores, Limited	6,000	\$15	\$12	\$20,000	\$1,253	Interim of \$1.20 for 1904	11 1/2 %	\$21 sellers
Do. (New Issue)	123	\$15	\$12	\$20,000	\$1,253	None	...	\$100
China-Borneo Company, Limited	26,000	\$15	\$12	none	Nil.	Preferential of 7 per cent for 1904	7 1/2 %	\$8 sales
China Flour Mill Co., Limited	4,000	\$10	\$10	Tls. 30,000	Tls. 718	\$1 for 1904	7 1/2 %	\$131 ex div.
China Light and Power Company, Limited	30,000	Tls. 50	Tls. 50	none	\$3,739	Tls. 5 for 1904	7 1/2 %	Tls. 65
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$8,000	\$1,581	None	...	\$10
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	...	...	80 cents for 1904	9 1/2 %	\$2 1/2
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	none	Dr. Tls. 15,381	\$12 for year ending 31.7.1903	...	\$17 1/2 buyers
Greener and Neave, Limited	4,500	\$50	\$50	\$112,500	\$2,706	Tls. 5 for 1902	8 %	Tls. 25 sales
Fraser Island-Cement Company, Limited	100,000	\$10	\$10	\$400,000	\$95,054	\$5 div. and \$2 1/2 bonus for 1903	7 1/2 %	\$90 buyers
Do. (New Issue)	50,000	\$10	\$10	\$20,000	\$7,551	\$2 for 1904	7 1/2 %	\$27 sales
Hall & Holtz, Limited	21,000	\$20	\$20	\$180,000	\$7,551	First year	...	\$17 sales
Hongkong & China Gas Company, Limited	7,000	£10	£10	£23,109 £3,000	£7,625	Final of \$1 1/2 making \$2 1/2	11 %	\$23 buyers
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$1,747	£1 div. and 3/- bonus for 1903	...	\$160 buyers
Hongkong High-Level Tramways Company, Ltd.	30,000	\$10	\$5	...	...	\$1.00 for year ending 30.4.1904	6 %	\$17 1/2 sales
Hongkong Ice Company, Limited	1,250	\$100	\$100	\$50,000	\$1,796	\$15 for year ending 30.11.1904	7 1/2 %	\$11 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$25	\$25	\$60,000	\$1,350	Final of \$13 making \$17 for 1904	7 %	\$245
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$5,500	\$1,137	\$10 for 1904	7 %	\$145
Kat Brothers, Limited	10,000	\$100	\$100	\$475,000	\$299	\$1.50 for 70 cts. and 30 cts. bonus making	10 %	\$18 1/2 sellers
Lake, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	\$1,400	\$2,182	\$8 for the year ended 30.9.04	6 %	\$15 buyers
Matuchappi for Mijp. Bosch en Landbouwe- rijplaat in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 528,210 Tls. 19,465	Tls. 35,849	Interim of \$5	8 %	\$15 buyers
Maynard and Company, Limited	3,400	\$10	\$10	none	...	\$2 quarterly of Tls. 7 1/2 paid 15.3.05	12 1/2 %	Tls. 237 1/2 sales
S. Moutrie & Company, Limited	4,000	\$50	\$50	\$5,000	\$832	\$2 for year ended 31.10.1904	9 %	\$23
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	none	Dr. \$5,537	Final of \$3 making \$5 for the year ending 30.6.04	9 %	\$55 sales
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 145,000 Tls. 108,172	Tls. 8,011	None	...	\$50
Shanghai Hops Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Final of Tls. 5 making Tls. 8 1/2 for 1904	7 1/2 %	Tls. 112 sales
Shanghai Pulps and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 25,000	Tls. 6,968	Tls. 5 for 1903	5 1/2 %	Tls. 88 sales
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 25,000	Tls. 7,369	Final of Tls. 8 making Tls. 14 for 1904	9 %	Tls. 155 sales
Singapore Dispensary, Limited	600	\$50	\$50	\$20,000	\$7,769	Final of 37/6 making 5/6 for 1904	6 1/2 %	Tls. 410
Southern Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$39,020	\$6 1/2 for year ended 31.7.1904	8 %	\$80
Strait Laundry Company, Limited	5,000	\$5	\$5	none	...	None	...	\$23 sales
Straits Ice Company, Limited	10,000	\$5	\$5	none	\$3,044	60 cents for year ended 31.5.04	2 1/2 %	\$2 buyers
Straits Trading Company, Limited	250,000	\$10	\$10	\$750,000 \$50,000	\$80	First year	...	\$24 buyers
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	none	Tls. 2,025	\$10 for second half year 1904	12 1/2 %	\$150 sales
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,250	Tls. 3,211	\$1 div. and 35 cents bonus for half year	6 1/2 %	\$4 1/2 sales
United Asbestos Oriental Agency, Limited	9,900	\$100	\$100	Tls. 15,250	Tls. 3,211	ended 30.9.04	...	Tls. 100
Do. (Founders)	100	\$10	\$10	\$20,000	\$1,800	Tls. 2 for half year	...	Tls. 125 sales
William Powell, Limited	12,000	\$10	\$10	\$1,000	\$188	Final of Tls. 4 making Tls. 8 for 1904	6 1/2 %	\$91 buyers
						50 cents for year ended 31.5.1904	10 1/2 %	\$180 buyers